FOR EQUALIZED ASSESSMENTS

J.B. LAIDLAW, Chairman
R.L. CROSS, Secretary–Member   D.A. BANCROFT, Member

*   *   *   *

● REPLACES Dr. HANSON

BANCROFT NAMED TO BOARD

Appointment of D.A. Bancroft, Associate Professor, Department of Extension, as a member of the Assessment Equalization Board, was announced in March by Hon. A.J. Hooke, Minister of Municipal Affairs. Mr. Bancroft fills the vacancy left with the resignation of Dr. Eric Hanson who has served on the Board since 1957.

J.B. Laidlaw, Assessment Commissioner remains as Chairman of the Assessment Equalization Board, while R.L. Cross completes the Board as Secretary–Member.

Mr. Bancroft is well known in municipal circles throughout the Province for his work in organizing and directing the certificate courses in assessment, municipal administration and accountancy sponsored by the Extension Department. A native of Vulcan, he   (To Page 2)

POPULATION FIGURES

With the Alberta total taken from population figures as established under The Municipalities Assistance Act, the population of Canada reached 19,792,000 on January 1 last. Totals for other Canadian provinces and territories are from the Dominion Bureau of Statistics.

Changes from the census of June, 1961, together with the percentage increase in each case are:

Province	1961	1965	Percentage
British Columbia	1,629,000	1,838,000	12.8
Alberta	1,332,000	1,463,000	9.8
Saskatchewan	925,000	953,000	3.0
Manitoba	922,000	959,000	4.0
Ontario	6,236,000	6,832,000	9.6
Quebec	5,259,000	5,712,000	8.6
New Brunswick	598,000	626,000	4.7
Nova Scotia	737,000	759,000	3.0
Prince Edward Island	105,000	108,000	2.9
Newfoundland	458,000	501,000	9.4
Yukon	14,000	15,000	7.1
N.W. Territories	23,000	26,000	13.0
Total	18,238,000	19,792,000	8.5

HISTORY IN ALBERTA

ABOUT THE OLDEST DOCUMENT in the files of the Department of Municipal Affairs is this bond or obligation for William Burris (Postmaster) who had been elected Overseer of the Village of Lacombe on August 12, 1896. Lacombe was incorporated as a village on July 28, 1896, and proclaimed a town on May 10, 1902. Under the bond, Dr. H.J. Richardson and D.G. Stewart, Merchant, pledged two hundred dollars each in support of the Overseer. Postmaster Burris was one of the committee sponsoring the petition seeking the original incorporation just seventy years ago.   ●

● SUCCESSFUL TWO-DAY CONFERENCE

I.D. MEN MEET IN EDMONTON

Third annual conference of the Improvement District Committee men was held in Edmonton's Jubilee Auditorium on March 9 and 10 under the chairmanship of A.R. Isbister, Director of Field Service. Due mainly to a shortage of farm labor the attendance was down slightly from last year.

First speaker was Hon. H.E. Strom, Minister of   (To Page 7)

THE SECOND PAGE . . .

LOOKING BACKWARDS

Now that we're well into our eleventh year of publication, we're going to glance backward briefly if for no better reason than the end of a decade does seem to call for a comment or two. Bear with us 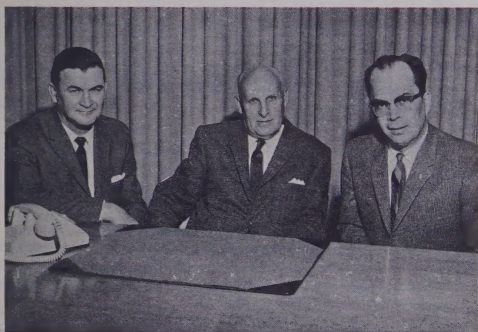then while we take a fleeting but affectionate look at the files of The Alberta Municipal Counsellor for its first ten years.

Anyone whose municipal experience dates back to January, 1956, will remember Blake MacKenzie. Blake started the Counsellor, conceived its purpose, drafted its original format, named it and with gentle persuasion produced its first four issues. It was to be six years later that Blake crashed his plane into a mountain in Nahanni's Headless Valley, and forty-six days after that to disappear in a mystery still unsolved. Even after he left the Department in 1959, Blake followed the evolution of the Counsellor with keen interest and more than a touch of fatherly pride.

Time brings many changes to many things and looking at those early issues we find the Counsellor is no exception. Some of the changes were born of trial and error. Others resulted from timely tips or kindly criticism from more experienced professionals. Hand-lettered heads persisted during the first five issues, but three variations of Phototype (count 'em) took over in June of 1956 to stay with us ever since.

The Second Page, allowing a measure of editorial elasticity, dates from June of the second year, while the present streamlined banner came the following October. The October issue was also the first to use color and the first in which verses appeared atop The Second Page.

Volume Three (1958) began with red headlines boldly proclaiming "Another Year Off to a Good Start", and to prove it we ran a story about Grande Prairie and Lloydminster being granted city status. Three counties (Forty Mile, Beaver and Wetaskiwin) came into being with 1958, bringing to ten the number organized in the years since 1951. This was daring news at the time because opposition to the county system still sounded off at the drop of a hat.

Pictured in the issue for February were the assessment commissioners of Canada's four westerly provinces, while in June we ran the newly-constituted Assessment Appeal Board, comprised of E.F. Breach, Ian Morris and Ken Luke.

Our first "Picture Story" appeared also in 1958. It came about as a result of a visit to Youngstown and depicted "Life at Pleasant View", a home for aged men then operated by the Special Areas Board. Picture pages, for which we confess a certain liking, have continued as the occasion seemed to demand through the years. And for the pictures used here as well as for all but a mere handful in the whole period, we acknowledge with thanks the unfailing co-operation and skill of the Government Film and Photographic Branch.

Some changes came slowly. For example, it took us five years to adopt the present practice of placing the dateline on the outer edge of each page.

In April of 1959 we reported the retirement of John McBeth as Chairman of the Special Areas Board and that same month, without fully realizing its future, we introduced a feature we called "Long in the Service". Here was an effort to honor some of the men who had served and (in many cases) have continued to serve their communities over the years and at the same time to record for further reference something of the imprint of these men on the municipal scene.

It seemed appropriate that "Long in the Service" began with Edwin Walter Miller of Sundre whose service as secretary-treasurer and councillor was longer than almost anybody. Spanning well over

half a century, Mr. Miller's record will undoubtedly stand for some time to come.

And so it has continued. Month by month and year after year. All things are relative, but a ten year period isn't very long in the development of a Province. Nevertheless, in that time we have observed many changes, some of which proved to be of major importance. These we have tried to record in the columns of the Counsellor.

Relative or not, changes in people are easier to follow. Some have laid down their burdens and others have picked up the challenges left behind. Heads are greyer and in some cases, steps are somewhat slower. All too many have died. We shall remember each of them.

It may well be that ten years are not so long as we started out to say. Especially when one is looking backwards. ●

BANCROFT NAMED TO BOARD

graduated with a B.Sc. in Agriculture from the University of Alberta in 1952 and was accredited by the Appraisal Institute of Canada six years later. Joining the staff of the Department of Extension in 1958, he obtained his Master's degree in Economics in 1961. ●

THROUGH THE MAIL

Foremost, Alberta

Dear Sir:

I have a question for clarification concerning an article in the February issue of the Municipal Counsellor.

It concerns the "Note for Alberta Councils" by Bruce Ramsay on page 4. This stated that all councillors must vote according to Sec. 48 of The Municipal District Act. I note, however, in Sec. 48 that all must vote when a recording of votes is required. Section 46 indicates that its presiding officer may vote.

Roy R. Wallman, Secretary-Treasurer,
County of Forty Mile No. 8.

*   *   *   *

● To which Bruce Ramsay, Chief Municipal Inspector, replies:

Many people are of the opinion that the reeve can only vote on a motion when it is necessary to break a tie vote. This opinion is incorrect and section 46 is intended to clarify this point by stating that the officer presiding at a meeting may vote with the other members on all questions except where he is disqualified to vote by reason of interest or otherwise.

In paragraph three of the note at the bottom of page four of the February issue of the Counsellor, the word "division" should have been used instead of the word "question".

Section 48 of The Municipal District Act is interpreted as requiring a compulsory vote by every member of the council, unless disqualified from voting by reason of interest or otherwise, only when one or more members request that their votes be recorded for or against the motion. If no one requests that his vote be recorded in the minutes, it is not compulsory that all members vote on the motion, in which case the rule is, according to Rogers on municipal law, that if the resolution is entered in the minutes as carried, without showing a dissenting vote, the assumption is that all present voted affirmatively. ●

THIS   MONTH

BANS AND TRAFFIC CONTROL

BY ALFRED HAWKINS,   SECRETARY-TREASURER,

COUNTY OF STRATHCONA

From A PANEL DISCUSSION DURING THE 1965
MUNICIPAL ADMINISTRATION COURSE AT BANFF

My part of the subject is to discuss the matter of Travel Bans. For the purpose of this discussion I have defined "Travel Bans" as the imposition of restrictions on certain types of traffic using the roads.

This type of ban is quite common in Alberta, both on municipal roads and on provincial highways. They are usually imposed during the spring break-up but it is not uncommon to have bans imposed at other times of the year under certain circumstances.

These bans, or restrictions, are imposed for one reason: to protect and preserve the roads and highways from serious damage and thus save time and expense in extra maintenance and repairs.

I do not think it is necessary to argue justification for a local authority to impose road bans; it is sufficient to say that the use of road bans or travel restrictions are necessary and justified and are a very important instrument in the preservation of our roads.

However as travel bans could be classed as discriminatory as only certain types of vehicles are banned or restricted, we should check into the statutes to be sure that a council has the authority to impose such bans or restrictions.

STATUTORY AUTHORITY:

Section 234 of The Municipal District Act reads:

(1) The title to all public roads, highways, streets and lanes in a municipal district is vested in the Crown in the right of the Province.

(2) Each such public road, highway, street and land is subject to the direction, control and management of the council of the municipal district in which it is situated, subject, however to the provisions of the Water, Gas, Electric and Telephone Companies Act.

This section indicates that the council has Statutory control over all roads situated within the municipality and in itself may give a council the authority to impose bans or restrictions. However, more definite authority is given in Section 273 of The Municipal District Act which states:

The council by resolution may prohibit or restrict the use of highways, local roads or portions thereof within its jurisdiction, by traction engines, public service vehicles or commercial vehicles, pursuant to the provisions of Section 10 of The Public Service Vehicles Act.

Section 10 of The Public Service Vehicles Act reads as follows:

The council of a municipal district or county may by resolution

(a) prohibit the use of a district highway, local road or portion either by a traction engine, public service vehicle or commercial vehicle or by a class or classes thereof, for such period or periods as the council may determine.

The section continues by giving the council the authority to restrict the speed, or limit or restrict the weight and load, for traction engines, public service vehicles, commercial vehicles or class or classes thereof.

On reading this section it appeared to me that all types of trucks were not covered. However on checking the regulations under The Public Service Vehicles Act it is quite clear that the classification of public service vehicles and commercial vehicles does cover all trucks registered in Alberta.

We might also argue that a council in addition to the statutory authority to impose bans or restrictions may also have statutory obligation in this regard, as Section 240 of The Municipal District Act reads: all roads that have been constructed by the municipal council shall be kept in a reasonable state of repair.

Therefore if it is necessary to ban roads to keep them in a reasonable state of repairs then the council would be duty bound to impose such bans.

PROCEDURE TO FOLLOW:

Now that we have established the statutory authority and perhaps a statutory obligation to impose travel bans, what procedure should we now follow?

The Act states that the ban or restrictions may be imposed by way of resolution of the council. I have heard of it being done by by-law -- there would be nothing wrong with this -- although the statutes state that a resolution is sufficient.

The problem involved here is that the time for bans does not always coincide with the date of a council meeting. We have got around this by passing the resolution at a council meeting early in the spring, with a provision in the resolution, authorizing the Reeve to set the effective time for the ban.

The only other recourse is to call a special council meeting as you cannot pass a resolution over the telephone.

The resolution should state all the pertinent facts of the ban - such as if the ban is in full or in part - are all the roads within the municipal district or county covered by the ban and what exemptions, if any, will be allowed.

The resolution should also set out if certain relaxations will be allowed and under what circumstances.

The imposition of the ban should be well publicized in order that the travelling public will be aware of this situation. This is usually done by radio announcements, and if at all possible these announcements should be made in advance of the effective date of the ban.

Signs should be posted on roads covered by the ban informing the public that the road is banned to certain traffic. In addition we notify the R.C.M.P. and the Highway Traffic Board that a ban has been imposed. Actually there is nothing involved or complicated in the procedure to be followed. Probably the most important matter is to be sure that the ban is well publicized in order that persons using the road are informed.

WHAT TYPE OF BANS:

What type of ban should be imposed? The situation will, of course, vary from municipality to municipality and also from year to year so that we can discuss this matter only in very general terms.

The first point I would like to make is that the ban should be realistic. Suppose that an all inclusive ban is imposed, that is, a ban to include all truck, tractor and trailer traffic, with the usual reservations as to school buses, essential service vehicles with half loads, and perhaps empty half ton and one ton trucks.

With this type of ban we immediately have the problem of what to do about the person who has to use the roads to haul produce to market or to have feed delivered to his farm. These are usually bona fide requests and some action is taken to relax the ban, usually by a permit system.

If it is the intention of a municipality to issue permits to such vehicles, and it is a very difficult thing not to do, then perhaps the ban is not realistic and the answer would be not to impose an all inclusive ban but rather a ban which would exempt the average farm truck, perhaps with some kind of a weight restriction. After all, it is doubtful if the average farm truck would do much damage to a road except in extreme circumstances.

Perhaps we might go so far as to suggest that the real purpose of a ban is to keep the heavy vehicles off the road as they are the ones that can do the serious damage. If this is correct then perhaps our bans should only include this type of vehicle.

ROAD BANS RELAXED?

Now what about these heavy vehicles, the ones that do the serious damage to the roads? When should the ban be relaxed for this type of vehicle?

Circumstances would, of course, dictate the answer to this question but I would suggest that the ban should not be relaxed except in cases of actual necessity or emergency. For instance, if there was an oil well blowing wild some arrangements would have to be made to allow service trucks to travel to the site. I would further suggest that when relaxation is allowed that some arrangements should be made for compensation for damage done to the roads.

To sum up: Bans should be realistic, and if they are realistic then there is no justification for special privileges except under emergent circumstances.

There is one more point regarding bans which I would like to mention and that concerns co-operative action between municipalities. An increasing number of municipal roads are no longer 'local roads' but carry traffic through several municipal districts and counties. This road could be completely banned in one municipality, partially banned in another and not banned at all in a

THE IMPORTANCE OF
MUNICIPAL FINANCE STATISTICS

BY W. B. BOLTON, CHIEF, GOVERNMENT FINANCE SECTION

from AN ADDRESS TO THE ALBERTA CHAPTER,
MUNICIPAL FINANCE OFFICERS ASSOCIATION

DOMINION BUREAU OF STATISTICS

I am pleased to have the opportunity of attending your convention in my capacity as Chief of the Government Finance Section of the Public Finance and Transportation Division of the Dominion Bureau of Statistics, as a substitute for my Director, Mr. Wagdin. I am no stranger to such conventions as for many years I was associated with municipal finance offices in Ontario.

While with the Ontario Department of Municipal Affairs I was known as an accounting advisor, but now that I am with D.B.S. I am known as a statistician. I have heard a statistician described as "a person who passes as an expert on the basis of being able to turn out with prolific fortitude, indefinite strings of incomprehensible mathematical figures, based on vague assumptions and calculated with micromatic precision from incomplete data for the avowed purpose of annoying and confounding a hopelessly befuddled group of key personnel who never read the statistics anyway." Seriously, however, the data produced by D.B.S. are read and used by a great number of people.

Very briefly stated, municipal finance statistics consist of uniformly classified revenue, expenditure, asset and liability figures reflecting the financial performance of municipalities in Canada. The information, particularly the revenue and expenditure data, is classified in a number of ways to meet different needs. For example, expenditures are classified both according to the nature or purpose of the service rendered by a municipal government, such as social welfare; and are also grouped according to the type of transaction that takes place. This is to say, how much was spent on goods or services and how much represented moneys paid to someone else as social aid payments, who in turn spent it on goods or services.

Most of the raw data required for the production of final statistics (that is statistics measuring a fiscal period already passed) are taken from the annual reports produced by provincial departments of Municipal Affairs supported by an examination of published reports of the larger municipalities. Information concerning the last completed year and the current year is collected directly by questionnaire from all larger municipalities with a sample selection from the medium and smaller sized government units.

The Dominion Bureau of Statistics was chosen many years ago as the national agency best suited to select and adopt a uniform financial language, organize an efficient collection system and find out what kind of statistical product was needed. D.B.S. has tried to meet the interests of the users and at the same time maintain some appreciation of the problems faced by the municipal finance officer in providing the basic data. Every effort is made to measure the relative importance of information requested by users and compare this with estimates of the cost of procuring and analyzing the raw material. D.B.S. may decide to defer or refuse a request for data that is not considered to justify the cost of collection, analysis, publication and distribution. In this way D.B.S. plays a positive role in controlling the burden on the respondents (the departments of municipal affairs and municipal officials).

FUNCTION of the DOMINION BUREAU of STATISTICS:

The Dominion Bureau of statistics was established by the Statistics Act in 1918 to act as the central statistical agency for Canada. The function of D.B.S. is to collect, compile, analyse and publish statistical information on the economic and social life of Canada and to conduct a census of population, housing, merchandizing and agriculture of Canada at periodic intervals. As a by-product of this activity the Bureau has been instrumental in developing and standardizing classifications of data of federal, provincial and municipal governments; business and industry; the purchases of commodities; the grouping of occupations; the determination of geographic and economic areas; and terminology used in financial statistics. D.B.S. has become the major source of data requested by individuals, groups and governments in their efforts to measure results of their own operations with those of others.

USES of D.B.S. STATISTICAL INFORMATION:

The information the Bureau produces may be classified under three broad headings:

(1) Man - the activities of individuals are followed through statistical series on birth, age, education, families, health, behavior, employment, death and its causes.

(2) The institutions of man and his relationship to them - business units, their size, their income, their expenditure and their output; information on agriculture, trade, railroads, hospitals and other institutions and the activities of federal, provincial and municipal governments.

(3) The goods and services handled by man - exports to other countries, goods which are imported, commodities produced in primary and secondary industries.

Time will not permit a full discussion of the development of municipal finance statistics. It is perhaps sufficient to say that the need was recognized in the early 1930's and resolutions requesting that D.B.S. take action were passed at conferences of federal, provincial and municipal officials in 1933 and later. It was out of these conferences that the Municipal Finance Reporting Manual was conceived with the first edition appearing in 1942. Until recent years the main effort respecting the development of municipal finance statistics was directed to achieving uniformity in accounts classification and reporting by promoting the acceptance of recommendations contained in the Manual.

The Manual, now in its third edition, has been produced and revised from time to time with D.B.S. taking the responsibility for its publication. The content, however, is based on decisions reached at a series of seven meetings arranged by D.B.S. with officials from the Provincial Departments of Municipal Affairs. It follows that the recommendations contained in the Manual do not represent absolute unanimity. They do, however, reflect the majority point of view. It is not surprising, then, that the Manual has been accepted in varying degree across Canada. We at D.B.S. think it important that it should be ultimately adopted by all municipalities in all provinces.

The Manual is not intended to contain instructions as to what kind of statistics D.B.S. would like to have. The original authors recognized a need for greater uniformity in municipal accounting systems. They felt that if the accounts and resulting financial statements were similar from one municipality to another it would provide a satisfactory degree of uniformity and make possible more meaningful statistics both for the Provincial and Federal governments. In other words the minimum end product required by D.B.S. would be much more easily available.

LOCAL GOVERNMENT INFORMATION:

To obtain adequate data on all the matters previously mentioned D.B.S. must collect a considerable amount of information from local governments; and at this point I want to assure you that all information collected by D.B.S. is used.

Government expenditures on goods and services accounted for 19 per cent of the Gross National Expenditure in Canada in 1963. This 19 per cent is comprised of Federal 7 per cent, Provincial 4 per cent and Municipal 8 per cent. Apart from other things the employment and demand generated by this expenditure is in my opinion, sufficient justification for knowing what is happening to the federal, provincial and municipal governments.

The surveys of municipal operations that are collected by D.B.S. cover the following subjects: Acquisition and repair of fixed assets;

The DOMINION BUREAU of STATISTICS is the central statistical agency for Canada. Its function is to collect, analyse and publish statistics covering every phase of our social, economic and financial progress. It provides data for the use of individuals, groups and governments enabling each to gauge the results of their operations by making comparisons one with another.

Information regarding local governments supplied by officials and taken from financial statements is compiled by the Department of Municipal Affairs and forwarded to the Dominion Bureau of Statistics. The problem then is the analysis and standardization of these data so that comparisons on a national basis are meaningful.

Here in some detail is the story of the Dominion Bureau of Statistics as it relates to the provinces and the municipalities of Canada. Ed ●

the number and value of building permits issued by municipalities; data on the larger public library systems; hospital statistics; criminal and other offences; police administration; juvenile delinquents; traffic enforcement; electric power; gas utilities; sand and gravel used by municipalities; employment and payrolls; long term debt; revenue and expenditure; principal taxes and rates levied by governments; road and street mileage and expenditure; urban transit; telephone statistics; Canada's international investment position.

This list is very comprehensive and from my personal experience the questionnaires sometimes take quite a while to prepare. However, because government activities are so diverse, all this information is necessary to measure the impact of government operations on the Canadian economy. The wording of the survey questionnaires is based on the recommendations contained in the Municipal Finance Reporting Manual, and is couched in terms that are familiar to individuals who must prepare and submit the data to D.B.S.

THREE-PART PROGRAM:

The D.B.S. collection program consists of three operations:

1. Audited data on a census basis (that is full coverage as opposed to a sample collection) embracing revenues, classified by source, expenditures, by function, assets and liabilities, and various sub-classifications to enable the assembly of provincial totals.

2. Current, unaudited, and budget data procured by a questionnaire survey of a sample of municipalities.

3. A questionnaire survey of a sample of municipalities to obtain estimated totals required for special purposes such as the study of road and street expenditures, capital investment, and the national income and expenditure accounts.

The first operation described above is of interest to provincial departments of municipal affairs because it relates to similar reports collected by them. This is one of the reasons why D.B.S., in co-operation with officials of these departments, has promoted over the years efforts to obtain sufficient uniformity in accounting systems between provinces to permit the compilation of provincial summaries which may be compared, one with another with a minimum of adjustment. From these summaries, studies to determine the extent of change in the nature and degree of services provided by municipalities may be carried out. Similarly, changes in the municipal organizational structure are reflected. The value of this series, however, is limited because a satisfactory degree of timeliness is lacking. By the time the D.M.A.'s complete their reports and D.B.S. completes its analysis and adjustments the resulting D.B.S. publication is not released until about 24 months after the period being examined.

The rate of growth of municipal governments, however, has served to emphasize the importance of studies that are not only accurate but timely. For this reason a survey of the estimated annual and quarterly data is carried out in order to produce statistics in a much shorter period even though some degree of accuracy has been sacrificed.

Another exercise that is comparatively recent is the sample survey of municipal expenditures on roads and streets. This is one of the special surveys referred to in the third operation. In this case we try to measure construction and maintenance costs and combine the results with similar figures obtained from federal and provincial governments and is incorporated with other transportation statistics produced by D.B.S.

GREATEST COLLECTION PROBLEM:

Inadequate basic source records present the greatest collection problem. Municipalities, as you well know, maintain accounts in a way that will meet provincial government requirements. D.B.S., on the other hand, must produce statistics on a nationally uniform scale. Consequently, even though D.B.S. and departments of municipal affairs co-operate with one another, their requirements differ. It is not surprising, therefore, to discover that the information D.B.S. needs is not always readily available from the records kept by municipalities.

The individual municipality may see little direct use for most of the data included in the D.B.S. surveys and consequently on occasion the questionnaires are not completed in their entirety. Improper, incomplete, or blank answers to survey questionnaires can produce aggregate results which could be misleading. Local government in total is bigger than many of us realize. Unless the full impact of municipal operations on the economy can be measured accurately, there is a great danger of economic advisers coming to wrong conclusions from examination of incomplete municipal financial data. If these conclusions are used as a basis for federal and provincial government policies, they could have a serious consequence for us all. Governments determine monetary and fiscal policies and these have their impact on municipalities via grants, taxes, shared costs and various incentive programs which may affect the smallest area of governments.

SECRETARY'S CALENDAR

MAY
	1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31

Municipal District Act

5th – Secretary-treasurer shall prepare a statement of monies received and their disposition, submit to council at next meeting and enter a copy in the minutes. Sec. 61(1)(v).

May 1 – New discount by-laws or amendments thereto must be passed prior to this date to be effective. Sec. 350.

Secretary-treasurer shall prepare and mail tax notices as soon as practicable. Sec. 347.

Secretary-treasurer shall prepare a statement of Provincial Grants and mail them with the tax notices. Sec. 347a.

Town and Village Act

15th – Secretary-treasurer shall prepare a statement of monies received and their disposition, submit to council at next meeting and enter a copy in the minutes. Sec. 67(r).

May 1 – New discount by-laws or amendments thereto must be passed prior to this date to be effective. Sec. 374.

Secretary-treasurer shall prepare tax roll on or before September 1 and mail tax notices. Sec. 368 and 370.

Secretary-treasurer shall prepare a statement of Provincial Grants and mail them with the tax notices. Sec. 370a.

Assessment Act, 1960

May 30 – Court of Revision for assessment appeals must complete its duties by this date. Sec. 43.

Certify assessment roll complete upon closing of the sittings of the court of revision or upon expiry of the time for complaining. Sec. 46.

Tax Recovery Act

Public tax sale shall be held before the expiry of three years but not before the expiry of one year from the first day of April of the year that the tax recovery notification was registered. Sec. 9.

E.J.B. ●

As an organization is only as good as the weakest staff member, so is the data published by D.B.S. only as good as the most poorly prepared survey questionnaire. Again I would ask your co-operation in furnishing information to D.B.S. as quickly and as accurately as possible.

Now what are some of the issuance problems or how does D.B.S. decide what kind of information should be made available to the general public? A number of things must be considered here. First, we must not issue information that would identify any given municipality concerning its financial transactions before the report of that municipality has been issued. In other words any estimates or preliminary data must be lumped so as to effectively mask the financial activities of a single municipality. Secondly, there must be a continuous awareness that information having a definite value five years ago may no longer be useful in its present form. Finally, by whatever means available, we must be kept informed of the changing patterns in government transactions; the growing awareness among the general public of the effect of government transactions on the general economy; and carry out frequent discussions with users in order to test the validity of their requests. Within a rather limited budget D.B.S. endeavours to meet with users as frequently as possible either at conferences or individually to ensure that we are meeting their needs for information.

THE USERS of GOVERNMENT FINANCE STATISTICS:

The major users of D.B.S. statistics may be divided into four classes:

1. The business community, i.e. individual business firms, trade associations which act as consultants or spokesmen for groups or firms and marketing organizations selling their services to business firms.

2. Private organizations other than business, i.e. labour unions, farmers' organizations, welfare institutions, hospitals and universities.

3. Governments – federal, provincial, municipal and school boards.

4. The public at large – individual citizens, newspapers, periodicals, radio and television.

Every citizen has a right to know something about the source of public funds and the cost of services provided by his governments. Municipal, provincial and federal governments publish annual financial reports. While departments of municipal affairs also issue annual reports showing the financial operations of municipalities, D.B.S. is the only government agency compiling a consolidation

● FOR 1966 . . .

POPULATION FIGURES

AS ESTABLISHED UNDER THE
MUNICIPALITIES ASSISTANCE ACT

● CITIES

	POPULATION		POPULATION
Calgary	323,289	Medicine Hat	25,376
Camrose	7,965	Red Deer	25,752
Drumheller	3,443	Wetaskiwin	5,991
Edmonton	371,265	(Alberta portion of	
Grande Prairie	11,129	Lloydminster)	3,622
Lethbridge	36,837	TOTAL	814,669

● TOWNS

Athabasca	1,636	Manning	1,201
Bashaw	688	Mayerthorpe	950
Barrhead	2,710	McLennan	1,086
Bassano	821	Milk River	848
Beaverlodge	1,085	Morinville	935
Black Diamond	1,043	Mundare	573
Blairmore	1,980	Nanton	1,054
Bonnyville	2,222	Okotoks	1,043
Bow Island	1,111	Olds	2,987
Brooks	3,357	Oyen	860
Calmar	700	Peace River	3,924
Cardston	2,801	Picture Butte	1,066
Castor	1,112	Pincher Creek	3,051
Claresholm	2,444	Ponoka	4,424
Coaldale	2,592	Provost	1,291
Cold Lake	1,637	Raymond	2,362
Coleman	1,713	Redcliff	2,247
Coronation	959	Redwater	1,135
Daysland	667	Rimbey	1,502
Devon	1,423	Rocky Mountain House	2,811
Didsbury	1,660	Slave Lake	1,794
Drayton Valley	3,854	Smoky Lake	879
Edson	3,943	Spirit River	1,133
Elk Point	747	St. Albert	9,426
Fairview	1,877	Stavely	349
Falher	882	Stettler	3,928
Fort MacLeod	2,630	Stony Plain	1,480
Fort McMurray	2,515	St. Paul	3,591
Fort Saskatchewan	4,031	Strathmore	1,025
Gleichen	426	Sundre	924
Grande Centre	1,915	Swan Hills	1,843
Granum	305	Sylvan Lake	1,410
Grimshaw	1,446	Taber	4,490
Hanna	2,627	Three Hills	1,498
Hardisty	663	Tofield	1,009
High Level	754	Trochu	755
High Prairie	2,410	Two Hills	1,154
High River	2,330	Valleyview	2,052
Hinton	4,274	Vauxhall	942
Innisfail	2,492	Vegreville	3,458
Irvine	240	Vermilion	2,681
Killam	850	Viking	1,128
Lac La Biche	1,498	Vulcan	1,621
Lacombe	3,140	Wainwright	3,669
Leduc	2,916	Westlock	2,649
Lodgepole	508	Whitecourt	2,462
Magrath	1,338	TOTAL	177,672

● VILLAGES

Acme	313	Betula Beach S.V.	Nil
Airdrie	795	Big Valley	449
Alberta Beach S.V.	152	Bittern Lake	85
Alix	660	Blackfalds	723
Alliance	302	Blackie	141
Amisk	137	Bon Accord	189
Andrew	614	Bonnyville Beach S.V.	Nil
Arrowwood	187	Botha	123
Barons	275	Bowden	596
Bawlf	238	Boyle	427
Beiseker	379	Breton	522
Bellevue	1,323	Bruderheim	283
Bentley	660	Burdett	229
Berwyn	409	Canmore	1,367

VILLAGES (cont'd)

	POPULATION		POPULATION
Carbon	368	Kitscoty	321
Carmangay	293	Lakeview S.V.	10
Caroline	340	Lamont	705
Carstairs	716	Lavoy	131
Castle Island S.V.	Nil	Legal	582
Cayley	146	Linden	207
Cereal	170	Lomond	244
Champion	388	Longview	196
Chauvin	395	Lougheed	225
Chinook	87	Ma-Me-O Beach S.V.	130
Chipman	203	Mannville	642
Clive	264	Marwayne	397
Cluny	174	Millet	429
Clyde	259	Milo	138
Cochrane	907	Minburn	127
Consort	567	Mirror	577
Coutts	448	Morrin	316
Cowley	185	Munson	44
Craigmyle	107	Myrnam	430
Cremona	222	Nakamun Park S.V.	Nil
Crossfield	593	Nampa	293
Crystal Springs S.V.	13	New Norway	263
Czar	203	New Sarepta	178
Delburne	461	Nobleford	350
Delia	298	Norglenwold S.V.	Nil
Derwent	281	Onoway	395
Dewberry	179	Paradise Valley	174
Donalda	276	Penhold	385
Donnelly	263	Plamondon	211
Duchess	207	Point Allison S.V.	6
Eckville	708	Radway	183
Edberg	179	Rochon Sands S.V.	28
Edgerton	311	Rockyford	275
Edmonton Beach S.V.	20	Rosalind	220
Elnora	189	Rosemary	210
Empress	411	Ross Haven S.V.	6
Entwistle	381	Rumsey	115
Evansburg	449	Rycroft	572
Ferintosh	174	Ryley	506
Foremost	561	Sandy Beach S.V.	4
Forestburg	687	Sangudo	312
Fort Assiniboine	170	Seba Beach S.V.	122
Frank	223	Sedgewick	725
Gadsby	98	Sexsmith	531
Galahad	231	Silver Beach S.V.	14
Ghost Lake S.V.	Nil	Spruce Grove	580
Gibbons	233	Standard	277
Girouxville	341	Stirling	468
Glendon	323	Strome	311
Glenwood	274	Sunset Point S.V.	18
Golden Days S.V.	Nil	Thorhild	405
Grassy Lake	274	Thorsby	636
Gull Lake S.V.	38	Tilley	257
Hairy Hill	173	Torrington	180
Halkirk	190	Turner Valley	660
Hay Lakes	205	Val Quentin S.V.	Nil
Heisler	210	Veteran	239
Hill Spring	243	Vilna	400
Hines Creek	455	Wanham	280
Holden	532	Warburg	402
Hughenden	241	Warner	472
Hussar	231	Warspite	153
Hythe	558	Waskatenau	288
Innisfree	309	Wembley	330
Irma	446	West Cove S.V.	Nil
Irricana	167	Wildwood	420
Island Lake S.V.	12	Willingdon	420
Itaska Beach S.V.	2	Yellowstone S.V.	Nil
Kapasiwin S.V.	2	Youngstown	372
Kinuso	472	TOTAL	50,811

● COUNTIES

Grande Prairie #1	8,803	Barrhead #11	5,759
Vulcan #2	5,018	Athabasca #12	6,792
Ponoka #3	8,688	Smoky Lake #13	4,913
Newell #4	6,038	Lacombe #14	8,725
Warner #5	4,991	Wheatland #16	5,570
Stettler #6	5,968	Mountain View #17	9,348
Thorhild #7	5,096	Paintearth #18	3,278
Forty Mile #8	4,716	St. Paul #19	7,421
Beaver #9	6,476	Strathcona #20	14,941
Wetaskiwin #10	8,701	Two Hills #21	6,205

COUNTIES (Cont'd)

			POPULATION
Camrose #22	8,821	Lethbridge #26	11,184
Red Deer #23	13,477	Minburn #27	6,181
Vermilion River #24	8,681	Lac Ste. Anne #28	7,151
Leduc #25	10,647	TOTAL	203,589

MUNICIPAL DISTRICTS

Cardston #6	4,905	Flagstaff #62	6,355
Pincher Creek #9	3,240	Lamont #82	6,754
Taber #14	7,349	Stony Plain #84	9,238
Willow Creek #26	4,863	Bonnyville #87	12,921
Foothills #31	7,690	Sturgeon #90	17,647
Acadia #34	965	Westlock #92	7,864
Rocky View #44	10,748	Smoky River #130	4,094
Starland #47	2,907	Spirit River #133	1,318
Kneehill #48	6,630	Peace #135	2,228
Provost #52	3,328	Fairview #136	1,917
Wainwright #61	4,847	TOTAL	127,808

IMPROVEMENT DISTRICTS

		I.D. #108	636
I.D. #8	344	I.D. #109	2,351
I.D. #10	1,924	I.D. #110	443
I.D. #11	4,228	I.D. #111	353
I.D. #22	553	I.D. #121	323
I.D. #27	133	I.D. #122	331
I.D. #33	34	I.D. #123	279
I.D. #42	4,370	I.D. #124	3,108
I.D. #46	1,709	I.D. #125	3,212
I.D. #50	41	I.D. #126	2,579
I.D. #51	3,572	I.D. #128	943
I.D. #58	534	I.D. #129	577
I.D. #65	5,532	I.D. #131	2,403
I.D. #68	124	I.D. #132	2,646
I.D. #69	128	I.D. #134	2,505
I.D. #77	2,384	I.D. #138	3,208
I.D. #78	3,861	I.D. #139	2,772
I.D. #79	667	I.D. #143	1,650
I.D. #80	2,772	I.D. #144	212
I.D. #85	338	I.D. #145	144
I.D. #95	3,638	I.D. #146	648
I.D. #96	539	I.D. #147	2,435
I.D. #101	1,951	I.D. #148	86
I.D. #102	4,608	I.D. #149	339
I.D. #107	1,853	TOTAL	80,020

SPECIAL AREAS	8,799	GRAND TOTAL	1,463,368

SUMMARY of 1966 TOTALS
(As Established Under The Municipalities Assistance Act)

10 Cities (Including Alberta portion of Lloydminster) . .	814,669
93 Towns (Not including Banff, Jasper or Waterton). . .	177,672
167 Villages (Including 26 Summer Villages)	50,811
Total Urban (71.28%).	1,043,152
27 Counties	203,589
21 Municipal Districts	127,808
48 Improvement Districts (Excluding Nos. 24 and 97) . . .	80,020
2 Special Areas.	8,799
Total Rural (28.72%).	420,152
Total Urban and Rural.	1,463,368

I. D. MEN MEET IN EDMONTON

Agriculture, whose topic "Water Diversion Schemes" was extremely interesting and well received by the delegates.

The morning session also featured Jack Dick, Regional Manager for Alberta Government Telephones at Vermilion, who spoke on "Rural Telephone Development". Rural telephones being of keen interest in a great many of improvement districts, close attention was paid to the remarks of the speaker.

After lunch Ken Howery, Planning Engineer from the Department of Highways, appeared on behalf of M. Dolinsky and gave a detailed explanation of the current road study program.

A panel on Agricultural Assistance and Prairie Farm Assistance Act consisting of A.M. Wilson, Field Crops Commissioner, C.G. Anderson, Superintendent of Prairie Farm Assistance Act, Len Kruger, Advisory Committee member I.D. 125 and E. Herrmann, Advisory Committee member for I.D. 11, and moderated by D.R. Watson, Secretary-Accountant, Department of Municipal Affairs was well received. It was suggested that more time should be devoted to this type of program in the future.

EXECUTIVES FOR 1966

● UNION of ALBERTA MUNICIPALITIES

Hon. President:	Mayor F. Sherring, Lethbridge
President:	J. Fleming, Town Manager, Hinton
1st Vice-President:	Alderman Mark Tennant, Calgary
2nd Vice-President:	Mayor George Repka, Grande Prairie

Executive Committee: Commissioner M. Tweddle, Edmonton
Mayor D. Burt, Cardston
R.C. Gregg, Secretary Manager, Edson
Alderman Mona Sparling, Camrose
Alderman T.R. Osborne, Medicine Hat
Mayor R.E. Barrett, Red Deer
Mayor W.H. Jackson, Lacombe
Alderman Ken Newman, Edmonton
Mayor W. Didow, Rycroft
Mayor Fred Johns, Leduc
Mayor W. Bell, Coronation
Mayor N.S. Roper, Rimbey
Ross Ellis, Administrator, High River

Executive Secretary: E. Newman

Representatives on the Provincial-Municipal Advisory Committee
Ross Ellis and Alderman Ken Newman

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● ASSOCIATION of MUNICIPAL DISTRICTS AND COUNTIES

Past President:	J.M. McKay, Brant
President:	G.W. Moyer, Fort Saskatchewan
Vice President:	C.L. Doan, Innisfail

Directors: District No. 1 - R.W. Brown, Acme
District No. 2 - M.R. Parker, Ardrossan
District No. 3 - Fred White, Spirit River

Secretary-Treasurer: Mrs. M. Smith

Representatives on the Provincial-Municipal Advisory Committee
G.W. Moyer and C. L. Doan

Dick Beland from the Fire Commissioners office gave an interesting talk on "Rural Fire Protection Areas" that provoked a lively question period.

In the evening of March 9th, a banquet was held in the Social Room of the Auditorium at which Hon. A. J. Hooke was guest speaker. In addition to dealing with current affairs, he gave an interesting and informative talk on his recent trip to New Zealand, illustrated with slides that he had taken.

The second day started with R. Bailey, Chief Engineer, Water Resources Branch, Department of Agriculture, speaking on Floods and Flooding. His talk was informative and interesting, particularly to residents of areas that have had first hand experience with the problem of flooding. This was followed by a talk by D.C. Ritchie, Planning Engineer from the Department of Highways, on Advisory Committees from an Engineers Point of View outlining the problems with which the engineer has to deal.

An address by D.D. Kuchinski, Traffic Planning Engineer, Department of Highways, was enjoyed by the delegates and all agreed that he should be allowed more time to develop his subject at a later conference.

The Director of Social Planning from the Department of Public Welfare, John Smith, gave an illustrated discussion on Preventive Welfare. This was most thought-provoking and did much to dispel misconceptions about the issuance of social assistance.

K.C. Switzer, Director of Tax Recovery, dealt in detail with the mechanics of The Tax Recovery Act and tax sale procedures.

J.B. Laidlaw, Assessment Commissioner, spoke on behalf of A.W. Morrison, Deputy Minister, who was unable to attend because of illness. Mr. Laidlaw spoke generally with regard to legislation affecting farmers and dealt specifically with the new proposed Home Owner Discount Legislation.

J. L. Kerns, Chairman of the Land Utilization Committee, Department of Agriculture, spoke on the functions of the Committee. Mr. Kern's address was followed by an interesting question and discussion period.   (A.R.I.) ●

MUNICIPAL FINANCIAL STATISTICS
                                                    of all government financial operations on a uniform, comparable basis. The amount of detail shown in D.B.S. statistics and the frequency of release has improved over the years in relations to the increased demands for such information.   (Concluded Next Month)

LONG IN THE SERVICE

LONG TIME COUNCILLOR and former Reeve Aubrey E. Zeiner (right) receives a gold pocket watch from Reeve M. Woitas in recognition of his many years service to his community.   (Bamber of Leduc)

*   *   *   *

● HONORED BY COLLEAGUES

FORMER REEVE RETIRES

A long and distinguished career in municipal and community work culminated on December 16 last when Aubrey E. Zeiner attended his final meeting as councillor of the County of Leduc. That evening he was honored by his fellow councillors, school committee members and county officials with the presentation of a gold watch. At the same time Mrs. Zeiner was presented with a bouquet of roses.

This was the second presentation to Mr. Zeiner. Two weeks earlier he had been similarly honored by members of the Strathcona-Leduc Water Board, after having served that body from its inception six years ago.

Mr. Zeiner's experience as an elected municipal official dates back to 1947, when he was elected as a member of the Council of the Municipal District of Leduc No. 75. He served as reeve of the district from April 4, 1949, to April 4, 1962, a span of thirteen years continuously in that office. However, his interest in municipal affairs dates much further back than 1947. When the office of the Municipal District of Pioneer No. 490 was located in Sunnybrook, Mr. Zeiner made a point of attending nearly every meeting as an interested spectator. He served as road foreman for many years and is responsible for many roads and road patterns in the western portion of the present County of Leduc No. 25.

Mr. Zeiner was born in Illinois and after farming for nine years in Montana, he moved to Canada, arriving in Leduc in 1923 and homesteading south of the present hamlet of Sunnybrook. He and his associates later operated a saw mill employing some 150 men, many of them young farmers from the district.

Queried as to his plans for retirement, Mr. Zeiner forecasts that the fish and game in the Sunnybrook area are in for a rough time. He and Mrs. Zeiner also hope to do a little travelling.

Leduc Representative ●

MUNICIPAL PUBLICATIONS READY

The Annual Report of the Department of Municipal Affairs for 1964 rolled off the presses in early February and copies are being distributed to governments, libraries, public officials and interested business organizations in many countries of the world. This is the 53rd Annual Report published since the Department was organized in 1912.

Preparation of the 299-page Report, a consolidation of statistics from financial statements of every municipality in Alberta, is under the direction of T. D. Bruce, Departmental Statistician. The Department of Municipal Affairs Act of 1912 requires the Report "shall be laid on the table of the Legislative Assembly within fifteen days" of its spring session.

Second publication of widespread public interest distributed in February was the list of Officials in Alberta's urban and rural municipalities. Prepared by the Municipal Inspection Branch, the mimeographed list contains the names of each municipality, the date of its incorporation, the name of the mayor or reeve of each, together with that of the city clerk or secretary-treasurer as the case may be.

Like the Departmental Report, the List is published annually, with changes of officials in the interim appearing from time to time in the Municipal COUNSELLOR.

● SECRETARY WITH DMA SINCE 1960

FRANK BYRNE TO CALGARY

Mr. and Mrs. Frank L. Byrne were honored recently by members of the Department of Municipal Affairs on the eve of their departure for Calgary. Mr. Byrne, secretary of the Provincial Planning Board since January of 1963, left the Department to take a position in the Planning Department of the City of Calgary. His new duties began on March 28.

Frank Byrne was born in West Bromwich, England, in 1920. Coming to Canada in 1954, he was employed with the Planning Department of the City of Edmonton for some six years before being appointed assistant secretary of the Provincial Planning Board in 1960. In addition to his duties with the Board, Mr. Byrne has served as secretary of the Alberta Housing and Urban Renewal Committee since its inception early last year.

FRANK L. BYRNE

Mr. Byrne is married and has one son, John, presently attending high school. He is on the executive of the Alberta Division of the Community Planning Association of Canada and is editor of the Divisional "Newsletter". During the Second World War he saw six years of service with the British Army in England, South Africa, India and Burma.   ●

BANS AND TRAFFIC CONTROL

third. Such a situation could be confusing and frustrating to the travelling public. Perhaps the time has come for some type of co-operative action between municipalities in the imposition of bans on certain trunk municipal roads.

The same situation applies between municipalities and the department of highways. In this case, however, the problem is intensified if the department places a ban on a highway and the local roads are not banned. Then we have the situation of traffic diverting from the highways to adjacent municipal roads. Possibly some arrangements could be made whereby the department could notify the local authorities concerned prior to a ban being imposed on a highway.

In dealing with this matter of travel bans it appears that the onus is on the local authority, first to impose the bans, and secondly to enforce them.

SHIFTING THE ONUS:

Would it not be better if the onus was shifted to the person using the road?

I understand that at least one municipality is using this approach and has passed a by-law prohibiting the use of municipal roads under certain circumstances and providing penalties for persons doing so. I will quote: No person shall operate any truck, trailer, tractor on any district, local road or portion thereof during any rain storm or during a rainy season or at any time when it is said the vehicle will break through the surface of the roadway or cause rutting to break chunks or road material from this road bed.

What this municipality is attempting to do is put on a permanent type of ban with the onus on the trucker.

Now I realize that there will be problems in this type of ban such as policing the road, finding out who did damage the road and then proving that damage was actually done. However, this idea has merit and I think we should give it serious consideration.

SUMMARY:

So, to sum up, I think that the problems that we face in road bans are:

1. The passing of the resolution where it is not always possible to have a council meeting in an emergency when a road ban is to be imposed.

2. To be sure that the ban is realistic and do not place a ban when the council or the instructions to the office is to issue a permit to every farmer who wants to use the road which doesn't make our bans realistic.

3. Have no exemptions except in the case of an emergency.

4. I think we should have more co-operation between municipalities covering truck roads, and

5. More co-operation between the municipalities and the department of highways with respect to bans on highways.

6. A ban that is a permanent type ban, and I think probably we should get legal advice on that, and have a form of by-law sent out and I think maybe we should be able to use this.   ●